

NO. LVII. N. 18,747.

ELEVEN LIVES WERE LOST.

FATALITIES AT THE BOWERY MISSION FIRE.

WORKING IN ONE OF THE ROOMS, WHICH IS AGAINST THE RULES, BELIEVED TO HAVE CAUSED THE BLAZE—THE HISTORY OF THE MISSION—FIVE BODIES IDENTIFIED.

The number of lives lost in the fire that broke out early yesterday morning at the Bowery Mission lodging-house, at No. 105 Bowery, is now known to be eleven. Of these only five had been identified up to a late hour last night. The number was variously estimated before the fire had been brought under control at from fifteen to twenty. These were Chief Bonner's figures, as printed in late editions of yesterday's Tribune. These estimates were made upon the basis of the reports of the firemen, who said that the dead in some places strewn the floor. Many of those who escaped in the mad rush for life that followed hard upon the cry of "Fire!" were slightly burned or were suffering from the effects of the smoke they had to breathe before they reached the open air.

DEAD.

In so far as the process of identification has been completed the men who lost their lives were:

- CIDDAH, Elias, twenty-nine years old, address not known.
- FORAN, John, Stapleton, Staten Island.
- WILSON, James, twenty-five years old, address not known.
- BOURKE, James, forty-two years old, Philadelphia.
- BOGAN, William, thirty-eight years old, Springfield, N. J.

INJURED.

The injured, all of whom will recover, are:

- ASHMAN, Robert, forty-eight years old, badly burned about the feet, at Government Hospital.
- GRAHAM, Leonard, fireman, burned about the hands.
- WILSON, George, twenty-four years old, burned about the face and hands, at Government Hospital.

The lodging-house was conducted under the auspices of "The Christian Herald," and its superintendents were John H. Wyburn, its incorporators included the Rev. Dr. T. De Witt Tamm, the Rev. Dr. J. R. MacArthur, the Rev. Dr. J. B. Bird, Mrs. Amelia E. Barr, Henry E. Rowland, the Rev. Dr. J. Wilbur Chapman, the Rev. Dr. James M. Kink, the Rev. Dr. A. C. Dixon, the Rev. Dr. F. M. Kink, the Rev. Dr. David J. Burrell, the Rev. Dr. C. H. Mead, the Rev. Dr. Louis A. Banks, the Rev. Stephen Merritt and Louis Klopsch, its officers are:

- LOUIS KLOPSCH, president.
- B. J. FERRIS, vice-president.
- GEORGE H. KANTON, secretary.
- "THE CHRISTIAN HERALD," treasurer.

The building was five stories high and the four upper stories were given up to dormitory accommodations, the prices charged being from 15 to 25 cents a night, according to location. The lower two stories were used for a saloon and a bar, and the ground floor was taken at 7 o'clock on Saturday evening, and when the fire broke out there were 144 men sleeping in the house. Of these sixty were on the third and fourth floors. The fire started on the third floor, and most of those who lost their lives perished there. On the first and second floors sixty-seven men were sleeping, and all of them escaped in safety.

FITTED WITH FIRE-ESCAPES.

The building is provided with fire-escapes both at the front and the rear, and it was by these that most of the lodgers escaped, since the stairways were roaring fire soon after the fire gained headway. How the fire started is not known, but it is supposed that some lodger lighted a pipe, and, dropping off to sleep, let it fall upon the bedclothing. Smoking is against the rules of the house, but it is thought that somebody's infraction of the rule is responsible for the loss of life.

The fire was discovered soon after 1:30 o'clock by one of the lodgers, who dashed into the office and informed the night clerk, who ran up into the hall to wake the sleepers. There he met W. H. Day, the day clerk, who was sleeping on the third floor, and who was awakened by the smell of smoke. The two men rushed through the hall shouting and pounding on the doors of the little compartments called rooms. Meantime somebody had turned in an alarm, and the fire engines soon afterward began to arrive. By that time the third and fourth floors were full of smoke and flame. The fire-escapes were full of men in all stages of undress, who were getting to the street as rapidly as possible. One of the firemen says that at one time there was a frightful state of panic among the lodgers. They rushed for the windows and, arriving at them in mobs, were unable to get through and came to a standstill there, fighting desperately for freedom. These men the firemen pulled out along with the window sashes, and then rushed in to assist others who had become blinded and confused. The department did the best sort of work, and doubtless saved many lives. Firemen Andrew B. Sweet and Joseph Quinn especially distinguished themselves.

NOT HARD TO KEEP FROM SPREADING.

The fire grew so hot that it was impossible to get inside the building, and the unfortunate who had not escaped were lost. The fire itself was not a difficult one to keep from spreading. It was entirely out at 4 o'clock. Then the bodies were taken out. One or two of them were found still in bed, but most of them were lying in the corridors on the third and fourth floors, where they had fallen in the attempt to escape. A number of them were so badly burned as to make the work of identification difficult, in case there was anybody to identify them. In several cases there will be no identification, as the men for the most part were registered under assumed names, and many of them were friendless and homeless.

The bodies were taken to the Morgue, and there yesterday several were identified, as told above. Cuddah is said to have been formerly a seaman in the United States navy, at Port Breton, Montana. None of the lodgers saved much clothing, and most of them were taken to the Eldridge-st. police station, where the superintendent of the mission supplied some of them with clothing. The dead will be buried by the mission unless relatives claim their bodies. The funeral arrangements are in the hands of Stephen Merritt, of No. 241 West Twenty-third-st. The bodies will not be buried until time has been allowed for further identification.

The fire called out a great crowd that surged for several blocks above and below the building. And the police reserves of the Eldridge-st. station were called out to keep order. The loss is estimated at \$12,000, and is covered by insurance.

CHANGE THE LODGING-HOUSE LAW?

CHIEF BONNER'S LESSON FROM THE BOWERY BLAZE—HOW THE LOSS OF LIFE IS EXPLAINED.

"The lodging-house law ought to be amended," said Fire Chief Bonner last evening in talking about the Bowery Mission fire. "That is the lesson of this fire, and it is one of vital importance. It is my opinion that all the requirements of the law were fulfilled, but the fatality was largely due to conditions which ought not to be permitted to exist in buildings where large numbers of persons are housed. This house was as safe as any in use for the same purpose. When we arrived on the scene within a few minutes of the alarm, we found the fire on the third, fourth and fifth floors. It apparently started in the rear of the third floor and spread by means of the open stairway. The draught fed the flame, and there was then a race between the fire and the lodgers, with chances decidedly in favor of the former."

The men in the front of the building were forced to the fire-escapes on the Bowery side, and those escapes were the ones used. The lodgers on the

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CANAL PROBLEM UNSOLVED.

RIVAL PROPOSITIONS BEFORE THE LEGISLATURE.

THE PAVEY AMENDMENT OPPOSED BY SUPPORTERS OF THE \$7,000,000 BILL—BLACK'S DELAY OF THE INVESTIGATION EXCITES COMMENT.

Albany, March 13 (Special).—One of the chief matters which remain to be considered by the Legislature is the policy to be followed in regard to the improvement of the canals. Two legislative measures of importance have been introduced relating to this subject, one an amendment to the Constitution, presented by Senator Pavey, authorizing the sale or lease of the canals of the State to the United States Government, and the other a bill, introduced by Senator Cantor and Assemblyman Hill, submitting to the people at the coming November election a proposition to spend \$7,000,000 more for what was originally known as the "\$9,000,000 improvement."

These two propositions, in the opinion of the supporters of the \$7,000,000 scheme, rival each other. Those who take this view argue that there is great danger, if any hope is held out to the taxpayers of the State that the United States will lease or buy the canals, that they will vote against granting the \$7,000,000. The supporters of the \$7,000,000 bill, therefore, have been resisting with all their might the Federal contract plan. As they look upon Senator Pavey's amendment, if passed by the present Legislature it would put a stop for several years to come to a continuance of improvement work on the canals, and thus the State would gain no immediate advantage from the \$9,000,000 it has already spent on this work.

PATRONAGE ENDANGERED.

With such bitterness has the Pavey amendment been fought that suspicion is aroused that some other motive than love of the canals is back of the opposition to it. Some members of the Legislature say that the attack on it is made because of the political patronage along the canals which it would wipe out. The two great political machines in the State have certainly made this patronage, controlled by the Superintendent of Public Works, a potent force in the primaries of the canal counties. The big canal contracts which are given out by the Superintendent of Public Works so long as the State carries on the work of canal improvement, also influence greatly the politics of various counties. Canal contractors with political "pulls," it may well be believed, would rather have the State Canal Department manage the work of canal improvement than to have it directed by the engineers of the United States.

It is possible, however, that such real friends of the canals as are opposing the Pavey amendment are making a mistake. It is pointed out by the advocates of the amendment that it is merely permissive, that it simply frees the hands of the State, now tied, to do what it pleases with its canals. "Suppose," say the supporters of the amendment, "that the people refuse to grant any more money for canal improvement, and vote down the \$7,000,000 proposition, will not the State of New York be in a better situation, if, after this defeat of the proposition at the polls, it is able to turn to Congress and ask what it will do to improve the great waterway? What can be the harm of having two roads to follow, one which leads to the State improving the canals at its own expense, and the other to the United States Treasury bearing the cost of the project?"

ATTITUDE OF RURAL MEMBERS.

Any one who talks with the rural members of the Legislature discovers great hostility at present to the spending of a single additional dollar on canal improvements. It was unfortunate that it was not until most of the \$9,000,000 had been spent, and all had been contracted for, that the news was flashed upon the State that \$7,000,000 more would be required to complete the work. There was at least suspicion of deception in the case, and the taxpayers did not like it. Senator Higgins, of Olean, said on Friday:

"The voters of the southern tier of counties would not submit to this \$7,000,000 proposition to the people until the Canal Investigating Commission should have made its report, and we could decide what was best to be done, whether to go on with the canal improvement or abandon it. When we were told that there has been any change of purpose."

"I am somewhat surprised," said Lieutenant-Governor Wood, "that Senator Cantor should favor this \$7,000,000 bill. For strikes me it is a rather illogical attitude for him to take when we remember his criticism of the canal improvement work already done."

BLACK IN NO HURRY.

Governor Black's delay in appointing the Canal Commission is exciting increasing wonder. The Canal Commission bill was framed in his office early in January, and he knew weeks in advance of the passage of the measure that it would reach his hands. He had therefore abundant time to select the members of the Commission and be ready to appoint them as soon as the bill should pass the Legislature. The measure was passed about the middle of February, but the Commission has not yet been named.

It is said that the delay is due to the Governor's desire to name a high-class Commission and the refusal of a large number of desirable men to serve on it. The State, indeed, seems to have adopted a niggardly attitude toward this important Commission. Not a member of it is to get a cent of pay, and only \$10,000 is appropriated for its expenses. In these days of large bills for counsel, stenographers and typewriters this appropriation seems small.

The delay of the canal investigation compels the Senate and the Assembly to act in the dark on the \$7,000,000 proposition. If the matter is not voted on this year, it is already clear that it cannot be submitted to the voters at the polls in the fall of 1899, as a constitutional amendment relating to New York City will then have to be considered, and the Constitution forbids two such questions going before the people at the same election. Unless, therefore, the proposition goes by the Legislature this year, action on it will probably have to be deferred until 1900, the year of the election of the President. The circumstances have given rise to the thought in many minds that the Legislature made a big mistake when it did not do a little canal investigating on its own account this year.

A GIRL SHOTS HER FATHER.

QUARREL OVER A LOVER LEADS TO PARRICIDE.

Fayetteville, Ark., March 13 (Special).—A report has been received of a parricide which took place thirty miles east of this place. M. V. Storrier, a farmer, was the victim, and he was shot and instantly killed by his daughter Myrtle, sixteen years old, who was returning with him from Huntsville in a wagon. The shooting took place in a lonely part of the mountains. The daughter and her lover, together with Oscar Meiser, the girl's lover to whom the father objected, are under arrest.

THE QUEEN ARRIVES AT CIMEX.

London, March 13.—Queen Victoria arrived at Cimex to-day. Her Majesty is in her usual health.

THE SOUTHWESTERN LIMITED.

A fast limited, train to St. Louis and Cincinnati without an express fare, via New York Central, Lake Shore and Big Four routes. Most comfortable train; leaves Grand Central Station—centre of hotel district—every day at 1 p. m.—Advt.

THE MAINE INQUIRY.

CONTINUING PROOF OF AN EXPLOSION FROM WITHOUT.

THE TWO PHASES OF THE CUBAN QUESTION—CLAIMS OF SUCCESS FOR SPANISH ARMS ONLY CALL ATTENTION TO THEIR UTTER FAILURE.

[BY TELEGRAPH TO THE TRIBUNE.]

Havana, March 13, via Key West, March 13.—The two distinct phases of the Cuban question are now before the American people. One is whether the Maine inquiry shall become a diplomatic incident between the two Governments, subject to the usual course when an international dispute arises over facts. The other phase is the military and political condition of the island with reference to intervention.

Captain Sampson and his associates by prolonging the investigation for weeks might find much further cumulative evidence of an external explosion. The comparatively narrow space in which the divers are now working continues to furnish proofs of an explosion from without, but this leading fact was established two weeks ago. The clearing away of the debris has added little to the knowledge first obtained. The belief that the Maine was blown up by a torpedo is held by experts who have watched the progress of the inquiry. This brings the Naval Court to the most difficult part of its task. Under Admiral Sigsbee's instructions, the Board is to report what persons not connected with the Navy are responsible for the loss of the Maine. With what is conclusive evidence to the minds of the members that the loss was due to foul play, they are still without conclusive proof of the identity of the conspirators. That the explosion was not the work of a single fanatic is pretty well established. Beyond this the Board may not be able to go, because the co-operation of the Spanish Government cannot be had so long as Spain holds to the theory of an accident.

THE SPANISH VIEW OF THE EXPLOSION.

Since Captain Peral, the president of the Spanish Board, gave out his interview, that is accepted as the Spanish official view. No help can be expected from the authorities in discovering the conspirators while they are claiming that there could have been no conspiracy, because the Maine explosion was due to a mysterious accident.

An analysis of Captain Peral's theory need not be given here. It is enough that if his scheme of raising the hull by means of the floating dock were feasible, months would pass before a final report could be made. The mud at the bottom has not prevented the American divers from making an examination of portions of the wreck which the Board thought necessary. The perfunctory labors of the Spanish divers have not prevented them from finding unexploded ammunition in parts of the ship where an internal explosion could hardly have left it intact. They have also discovered that the turret was blown from port to starboard, along with other incidental evidences of an external explosion. Nevertheless, no admission of the possibility of foul play will come from the Spanish Board. The matter as now presented is that the American Court, while probably not feeling justified in indicating suspicion as to the parties to the conspiracy, has sifted the evidence which its members are ready to submit to the world in support of the claim that the Maine was destroyed by foul play. When that evidence shall be made public can be judged better in Washington than in Havana.

MORET'S CLAIMS WITHOUT FOUNDATION.

General Blanco's Autonomist Government, so far as an Autonomist Government exists, is reflecting the instructions from Madrid in encouraging resistance to American intervention on the grounds laid down in the President's Message. An abstract of Minister Moret's speech is published here, and one and all classes are exhorted to unite. No result follows, because, while Spain might be deceived by the Colonial Minister's pretensions, the people in Cuba cannot be misled. The claim that the Spanish arms are making progress only draws attention to the failure of the military operations and to the knowledge that in what little fighting now goes on the insurgents are generally successful. Senator Proctor carried back some clear ideas regarding the military campaign. They may be useful to the Administration and to his colleagues in the Senate.

Two months ago the decision of the Conservative party to take part in the elections might have had influence. Now it is of little consequence, because while at that time the prospect existed that Autonomy might last till after the election of a Cuban Congress its possibility no longer exists. The Government proposition was that it should have two-thirds of the Congress and the Conservatives one-third. Notwithstanding the action of their Central Committee, the mass of the Conservatives, or Centralists, bitterly resent the scheme, and exhort one another to refuse all participation in the Government so long as Autonomy is not repudiated. They denounce Azopuegui and his followers as traitors to the Spanish Government. The intrinsically newspapers complain of the press censorship, and ask General Blanco to modify it so that the question supposed to be at issue in the elections may be freely discussed. They will not be gratified.

The Autonomist Cabinet with its internal dissensions has sunk completely out of sight.

POLITICAL AND MILITARY PARALYSIS.

The political and military condition of Spanish sovereignty in Cuba to-day is described in a single word. It is a condition of paralysis, and the United States is feeding the starving inhabitants. Knowledge of the desperate situation apparently is nerveing the official classes to excite feeling against the United States as a means of covering up their international weakness. The presence of Spanish warships serves this purpose. The hall at the Spanish Casino in honor of the officers of the Quintero and the Vizcaya gives an opportunity for an exhibition of loyalty fully as intense as that shown by the populace when the ships arrived.

The press censorship does not interfere with the Weylerite and other papers exhorting Spaniards to be on their guard against the Americans and to forestall the blow which they say the United States intends to strike in the Philippines. This sentiment spreads while the usual courtesies are exchanged between the commanders of the Montgomery and the Spanish commanders. These courtesies do not prevent unusual precautions by the Spanish men-of-war in the harbor, nor do they result in giving the officers of the Montgomery shore leave.

The question reports are transmitted to Congress, a demonstration may not be made against the consuls. This is not thought likely. One reason is that some time may elapse before the Spanish population is allowed to know their full power. The press censorship seems to that. The Lee incident was handled by permitting the publication of a few lines, including Sagasta's denial that a "demand" had been made for Lee's recall.

DERIVISHES AND BRITISH NEAR TOGETHER

Cairo, March 13.—A derwish force has advanced to within ten miles south of the river Athari, which enters the Nile at Ed-Damer. The British camp is about the same distance north of the river.

PERAL'S REPORT EXPECTED

ITS CONCLUSIONS AS TO THE MAINE WILL BE UPHOLD BY SPAIN.

THAT COUNTRY COUNTS ON HELP IN ANY CONFLICT WITH THE UNITED STATES—THE TORPEDO SQUADRON STILL AT CADIZ.

Madrid, March 13.—"El Imparcial" says: "The Government is momentarily expecting to receive the report of the Spanish Commission, which, it is understood, will maintain that the Maine explosion was internal."

"Although the American Commission may give another explanation, the Government will energetically uphold the Spanish report."

The view held in official circles is that Spain will not provoke a war, because, if she did, she would find herself isolated, but if America gives the provocation, Spain will not be alone in the struggle.

The general opinion is that in the event of war Spain will not need to attack American territory. It will suffice her to pursue a war of privateering. As America's commerce is sevenfold greater than Spain's American interests would suffer most. War would be madness, benefiting neither nation, and good sense, therefore, counsels peace.

The Spanish torpedo squadron has not yet left Cadiz.

Señor Leon Castillo, Spanish Ambassador to France, has returned to Paris.

Paris, March 13.—The "Temps" says: "Spain does not deceive herself when she counts upon the sympathies, at least latent, of European Governments, but it would be a mistake for her to expect any effectual support from either Great Britain or the Triple Alliance. Before all, she must rely upon herself."

London, March 14.—A special dispatch from Madrid says that when the Spanish torpedo squadron has left Cadiz another will be prepared.

GIVES SPAIN UNTIL MAY 1.

THE UNDERSTANDING BETWEEN WASHINGTON AND MADRID.

London, March 14.—The Madrid correspondent of "The Morning Post" says:

"I am able to assert on the best authority that United States Minister Woodford originally intimated that the United States hoped and expected that Spain would re-establish peace in Cuba before March 1 of this year. Recently, in response to Spanish representations, the United States extended the time to May 1. Both Governments refuse to describe this intimation as an ultimatum to Spain."

"It has been given," continues the correspondent, "entirely irrespective of the Maine affair or of any other complications which may arise in the mean time. There was no suggestion as to what action the United States would take on May 1 should, as is certain to be the case, the rebellion be still un-suppressed."

THE COURT WORKS ON SUNDAY.

EXAMINING ENSIGN POWELSON AND DIVERS OF WRECKING COMPANY.

Havana, March 13.—The Court of Inquiry did a good deal of work to-day, examining Ensign Powelson and such divers of the wrecking company as have been investigating the wreck. It is said to-day that these divers have been released from further work of this kind, and instructed to pursue their labors under the wrecking contract.

The court will have the services of the naval divers as heretofore, and, if necessary, can call again upon the civilian divers. It is thought that the court will close its labors here the present week, and will probably re-examine some of the survivors of the Maine at Key West. This rumor, however, is not officially verified, the members of the court insisting that they can fix no date for the conclusion of its sessions or their departure from Havana.

BRAZILIAN SHIPS NOT YET PURCHASED.

Washington, March 13.—Secretary Long to-night made the statement that the matter of the purchase of the two Brazilian ships had not been settled.

TO SEARCH FOR ANDREE.

KING OSCAR ACCEPTS THE OFFER OF WALTER WELLMAN TO TAKE A PARTY OF SWEDES ON HIS POLAR EXPEDITION.

Washington, March 13.—The State Department has received from the Government of Sweden and Norway King Oscar's conditional acceptance of the offer made through the United States Government, by Walter Wellman, to carry free of charge upon his North Polar expedition steamer Laura, which is to sail from Tromsø, Norway, on June 20, a party of Swedes to search for their countryman, Professor Andree, in Franz Josef Land. "The Government of the King does not expect to send out a search expedition," says the Minister of Foreign Affairs at Stockholm, "but if no news of Andree is received by July, gratitude would be felt if Mr. Wellman were to permit several persons, familiar with the Arctic regions, to accompany his expedition for that purpose. The Government has decided to accept of this offer, and the King has accepted of the offer made by Mr. Wellman."

WHAT FRANCE WILL TAKE IN CHINA.

TO OCCUPY LEI-CHAU, NORTH OF HAI-NAN, AS A NAVAL BASE.

Peking, March 13.—France, it is said, intends to occupy Lei-Chau, in the Quang-Tung Peninsula, north of Hai-Nan, as a naval base.

COREA DEFIES THE BEAR.

THE KING DECIDES TO DISMISS M. ALEXIEFF.

THE RUSSIAN AGENT, AND RUSSIAN MILITARY INSTRUCTORS.

Seoul, Korea, March 13.—The Cabinet yesterday gave notice to the Russian Chargé d'Affaires, M. Schepyer, who had complained to the King of the disfavor the Korean officials had displayed toward M. Alexieff, the Russian representative in the customs, and the Russian military instructors, that the King had decided to dismiss M. Alexieff and his instructors.

A JAPANESE FLEET ASSEMBLING.

Berlin, March 13.—A dispatch to the "Tagblatt" from Peking says it is persistently reported there that a Japanese mercantile fleet is assembling in the Sea of Japan.

According to the same correspondent, the Dowager Empress of China will shortly inspect the railway from Peking to Tien-Tsin (the port of Peking), and this step is considered important for the development of the Chinese railway system.

A WORKER IN CHINA RETURNS HOME.

San Francisco, March 13 (Special).—The Rev. Young J. Allen, the oldest American missionary in China, returned to-day from the Orient. He has been in charge of the Methodist Mission at Shanghai for forty years, going from Atlanta, Ga. Mr. Allen made study of the Chinese language and history, and he has written over one hundred books in Chinese, including several histories. His history of the Chinese-Japanese War pleased Viceroy Li Hung Chang so much that he sent Dr. Allen copies of all the telegrams and correspondence that he sent and received while acting as Peace Envoy. Mr. Allen has been in the service of a society for the diffusion of knowledge among Chinese for many years. He is returning to share in the semi-centennial celebration at Baltimore, next May, of the founding of his mission church.

QUIET AT WASHINGTON.

NOTHING DEFINITE HEARD FROM THE BOARD OF INQUIRY.

NAVAL BOARD ON AUXILIARY CRUISERS IN SESSION—A SPECIAL BOARD TO MEET IN NEW-YORK TO-DAY—OWNERS OF SHIPS TO BE INVITED TO TURN OVER VESSELS FOR WAR PURPOSES.

Washington, March 13.—To-day, unlike last Sunday, when the published statements of the desire for the recall of General Lee and the protest of the Spanish Government against sending war vessels with relief supplies to Cuba caused much excitement among official circles, was comparatively quiet. There had been no information bearing on the doings of the Court of Inquiry on the Maine explosion received during the day or any other dispatches calculated to cause conference between the heads of the various departments. There were a number of the experts of the War Department ordinance office at their desks for a short time during the morning to attend to some pressing matters, while at the Navy Department the Board on Auxiliary Cruisers held a final meeting, preparatory to the departure of the Special Board to New-York.

Secretary Long was at the Navy Department for a short time. He stated late in the afternoon that there was no news of any nature for the press, and added, in response to a specific inquiry, that nothing had been received from the Court of Inquiry.

BOARD ON AUXILIARY CRUISERS.

The Board on Auxiliary Cruisers met in the morning of Assistant Secretary Roosevelt in the morning. There were present, in addition to the Assistant Secretary, Chief Constructor Hishborn of the Bureau of Construction and Repair, Captain Frederick Rodgers, of the Naval Board of Inspection and Survey; Captain O'Neil, Chief of the Ordnance Bureau; Lieutenant-Argent, recorder of the Board of Inspection, and Lieutenant Peters, of the Naval Intelligence Bureau. Lieutenant-Commander J. D. Kelley and Naval Constructor Towres, the latter now on duty at Cramp's shipyards, were expected, but their orders to attend had evidently arrived too late to permit them to do so. Each of the bureau chiefs present was able to give the Board some information incident to work that may be required to fit out any ships that may be obtained.

SPECIAL BOARD TO COME TO NEW-YORK.

Several of the members of the Board, as originally appointed to look into the matter, are unable to leave the city at the present time, so it was determined that a special Board, of which Captain Rodgers will be president, should be designated to proceed to New-York to-night to undertake the work in hand. An office will be opened at No. 25 Cortlandt-st., New-York City, to-morrow, at which owners and agents for ships will be invited to make their proposals for turning over to the Navy such vessels as are of value for conversion into war purposes. The naval officials say there will be no difficulty experienced in obtaining all the vessels that are desired, as there are hundreds available. Thanks to the careful work of the Naval Intelligence Office, the Department keeps in close touch with the construction of all craft that could be utilized in the event of hostilities, and just now it has a record of forty such ships of all sizes and classes, which will be inspected and examined if their owners desire to part with them. A number of these are vessels which have been constructed under the Subsidy Act of Congress, and are engaged in carrying the mails.

VESSELS TO BE CAREFULLY EXAMINED.

The vessels to be examined will include all classes, from liners to ocean-going tugs, which can be of very material service for a number of purposes. Tonnage, draught, speed, conditions of boilers and machinery and other attributes will figure in the thorough inspection which will be undertaken by the Board before any chartering or purchase is recommended. Both the Ordnance Bureau and that engaged in the work of construction and repair are ready to take their part in fitting out and equipping such vessels as may be selected.

At the Washington gun factory there are now in various stages of construction no less than one hundred and fifty guns of formidable character on which work is being done night and day with a view to early completion. Both the guns are being started, but the entire efforts of the factory are devoted to finishing those now under way. A naval officer said there would be no reason to expect that the factory could furnish a fair armament for probably thirty or more auxiliary cruisers, should such a large fleet be found necessary to supplement the regular warships.

THE MACHIAS IN GOOD SHAPE.

The gunboat Machias, which has just arrived at Norfolk from the Asiatic station by way of the Suez Canal, has been found to be in fair shape as a result of the examination by the Naval Inspection Board. A thorough overhaul will be unnecessary in the present instance, and she will be sent to Boston, where all necessary repairs can be made in her about twelve days. The ordering of the Helena and the Bancroft, now on the European station, to the United States, will leave Admiral Howell commanding the Asiatic station, and the command of the San Francisco. No explanation for the action is vouchsafed by the officials of the Navy Department, and Secretary Long when asked to-day decided to say anything about this step further than that the two ships had been ordered home.

THE RIVER AND HARBOR BILL.

IF PUT OVER UNTIL NEXT YEAR IT WILL NOT EXCEED TWELVE MILLION DOLLARS.

Washington, March 13 (Special).—A leading member of the River and Harbor Committee of the House, referring to the decision of the committee not to report a bill at this session, and the effect of that decision on the bill to be reported next winter, said that the committee would not make a greater bill on account of the postponement. In the judgment of the committee, the bill will not exceed \$12,000,000.

It ought to be added that since the contract system went into operation items of appropriation for this character are inserted in the Sundry Civil bill.

"OOM PAU" DISMISSED HIM.

GRIEVANCE OF THE FORMER CHIEF JUSTICE OF THE TRANSVAAL.

Pretoria, March 13.—Judge Kotze, who was recently removed from his office as Chief Justice of the Supreme Court of the South African Republic by President Kruger, but who disputes the President's right of removal under existing law, has declared, while addressing a deputation that waited upon him, that, while the case of the American engineer, R. F. Brown, who sued the Transvaal Government with reference to certain claims at Witwatersrand, was proceeding, and before judgment had been given in his favor by the High Court, President Kruger, in an interview with him Judge Kotze, threatened him with dismissal unless he obeyed the Volksraad resolution.

This statement has caused a sensation.

MRS. TOMLINSON'S VERDICT FOR \$50,000.

Little Rock, Ark., March 13.—A jury in the Alton County Circuit Court, at Benton, yesterday, brought in a verdict of \$50,000 damages against the St. Louis, Iron Mountain and Southern Railway in favor of Mrs. Arthur Tomlinson, of Washington, widow of Lieutenant Arthur Tomlinson, of the noted military organization, the National Fenian Brotherhood. The jury found that the deceased had been killed by an Iron Mountain locomotive at Little Rock on July 8, 1894, at the conclusion of an interstate drill.

AS SOCIETY FINDS IT.

Society finds that a Chandon champagne a positive rival to such famous palates of connoisseurs and bon-vivants, as evidenced by the menus served at prominent banquets and fashionable gatherings.—Advt.

INVESTING MONEY IN CUBA.

FOREIGN CAPITALISTS TRUSTING TO AMERICAN INTERVENTION.

ENGLISHMEN BUYING TOBACCO FACTORIES AND RAILROADS—FRENCH AND GERMAN INTERESTS ALSO—CONFIDENCE IN THE FUTURE OF THE ISLAND SHOWN.

[BY TELEGRAPH TO THE TRIBUNE.]

Havana, March 12, via Tampa, March 13.—Events in the United States indicate that the tests laid down in President McKinley's Message for solving the Cuban question are soon to be applied. Testimony to the justice of these tests is furnished from an important source. It comes